10 CIPs and Bikeway Funding

Sections 10.1 to 10.3 define the recommended bikeway system improvements as CIP projects and provide construction costs. See Figure 10-1, Proposed CIP Project Segments, for a graphic overview of the proposed bikeway segments. See Table 10-1 for general costs. For a description of each segment, see Table 10-2 and the specific CIP segment cost analyses spreadsheets in Appendix C. The remaining sections of this chapter describe the funding sources available for bikeway projects, followed by a summary, Tables 10-3A and B: Bikeway Facility Funding Summary.

10.1 Specific Projects

These are two locations that presently do not function optimally for cyclists' safety. The changes needed range from restriping and signage to complete reconfiguration. The costs of these projects are not included in the CIP costs due to the potential variables that can be encountered in such reconstruction. The recommended reconstruction is therefore described in the following paragraphs, but is not tallied.

10.1.1 Main Street/Interstate 5

Potential solutions include restriping Main Street over I-5 with a Class 2 lane on the westbound (north) side from the beginning of the westbound Main Street to northbound I-5 on-ramp to the end of the northbound I-5 to westbound Main Street off-ramp. The south side of Main Street is not in as great a need of modification because there are no on- or off-ramps on that side, but continuing the Class 2 lane striping eastbound from Bay Boulevard across the bridge to where Main Street widens to four lanes would offer a margin of protection for cyclists. This will require coordination with the City of San Diego and Caltrans.

Another solution is to install “Share the Road” signs prior to the intersection alerting motorists to the potential presence of cyclists. This could also be combined with restriping.

10.1.2 East H Street/Otay Lakes Road

The intersection of East H Street and Otay Lakes Road would require significant reconfiguration if the stop sign-controlled free vehicular right turn lanes were to be eliminated. This would require that the two roadways be rearranged more perpendicularly. Such a reconfiguration may require significant regrading. The adjacent southwest corner property is owned by Southwestern College, which is currently considering the best use for the parcel. The City is in the preliminary stages of constructing the ultimate improvements in this vicinity.

10.2 Bikeway Development Priorities

The factors used in prioritizing the implementation of potential bikeway project types included probable demand, available funding, regional significance and transportation efficiency. With these criteria, completion of the Bayshore Bikeway was given first priority, followed by desirable on-street routes. (See Table 10-2: Capital Improvement Projects, for more information.)

10.3 Typical Unit Construction Costs

The cost of bikeway facility construction varies widely depending on the type of facility concerned. A generalized list of typical unit construction costs are shown in Table 10-1. These figures can be used for preliminary cost estimates, but they do not reflect special circumstances that may occur in specific situations, such as the long bridges that would be needed to span lagoons, for instance. The following sections provide generalized costs per mile for each class of bicycle facility, as well as what these costs cover, and just as importantly, what they do not.

10.3.1 Class 1 Bikeways

Because they are constructed independently of existing or programmed motor vehicle facilities, Class 1 paths are by far the most expensive of all bicycle facilities. Typical costs are difficult to estimate due to potential right-of-way acquisitions, bridges and other major expenses such as necessary grading due to hilly topography. For example, a Class 1 facility being converted from an abandoned rail roadbed will require very little grading, as well as far less grubbing and structural enhancements, than a facility being constructed through an undeveloped area in hilly terrain.

10.3.2 Class 2 Bikeways

Class 2 facility costs are approximately $15,000 to $35,000 per mile. This cost includes all necessary lane striping and signage, but does not include widening of roadways. The cost variation is due to the amount of striping and signage installed. The cost will be higher where substantial restriping is needed, such as where multiple motor vehicle lanes require restriping.

Typical Unit Construction Costs Table 10-1

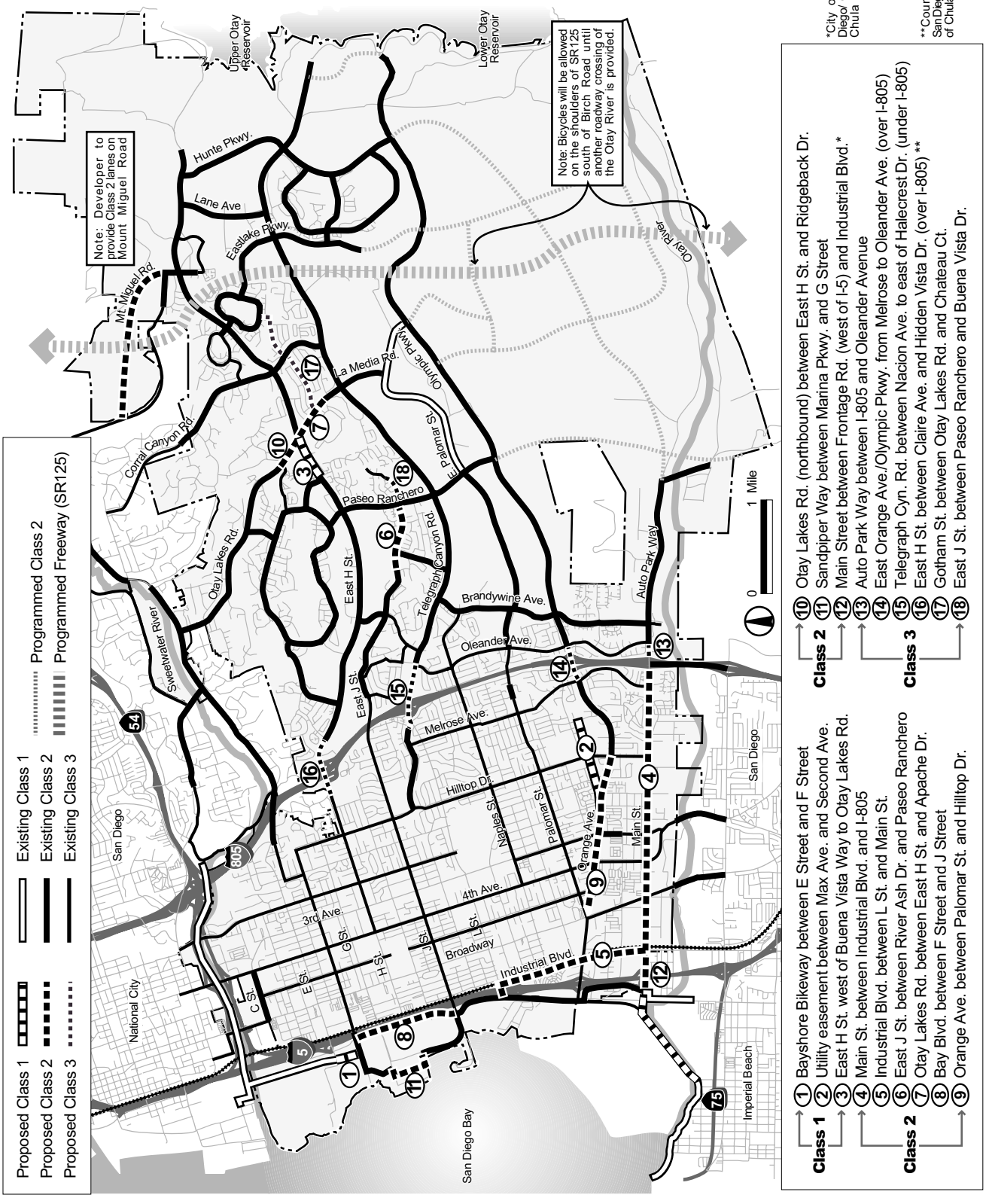
Description	Unit	Unit Cost
Sandblasting Pavement Striping	Linear Foot (LF)	$2.20
Sandblasting Pavement Markings	Each (EA)	$100.00
Clearing and Grubbing	Square Foot (SF)	$5.00
Excavation	Cubic Yard (CY)	$50.00-$65.00
Asphalt Pavement (4")	Square Foot (SF)	$1.20-$1.50
Polymer-Stabilized Soil	Square Foot (SF)	$1.00-$2.50
Bike Lane Striping	Linear Foot (LF)	$1.25
Pavement Markings	Each (EA)	$100.00
Fencing (Chain link)	Linear Foot (LF)	$25.00-$35.00
Guardrail	Linear Foot (LF)	$30.00-$30.00
8' Steel or Concrete Bridge	Linear Foot (LF)	$1,200-$1,600
36" Retaining Wall (Concrete)	Square Foot (SF)	$55.00-$65.00
Relocate Signs/Fencing	Linear Foot (LF)	$1.00-$2.00
Drainage	Linear Foot (LF)	$1.00-$5.00
Traffic/Bike Path Signing	Linear Foot (LF)	$2.40-$3.00
Lighting	Each (EA)	$3,000.00
Traffic Control	Linear Foot (LF)	$0.20-$0.40
Clean up	Linear Foot (LF)	$0.10-$0.20
Pedestrian Ramp	Each (EA)	$2,000.00
ROW Acquisition (Residential)	Square Foot (SF)	$35.00
ROW Acquisition (Commercial)	Square Foot (SF)	$50.00

To subtotal above, add 20% for contingencies, 10% for engineering and design, 5% for administratior and 7% for construction management.

Proposed CIP Project Segments

Chula Vista Bikeway Master Plan Update - 2005

Figure 10-1



Capital Improvement Projects — Table 10-2

Segments Numbers	Feet	Miles	Description	Estimated Costs*	Notes
Class 1 Facilties					
1	1,320	0.25	Bayshore Bikeway between E Street and F Street	$187,978	Completion of Bayshore Bikeway
2	5,821	1.10	Utility easement between Max Avenue and Second Avenue	$305,537	Consult SDG&E
3	2,640	0.50	East H Street between Buena Vista Way and Otay Lakes Rd	$1,040,899	Dual Class 1 paths
Total:	**9,781**	**1.85**		**$1,534,414**	
Class 2 Facilties					
4	14,400	2.73	Main Street between Industrial Boulevard and I-805	$3,221	Interim Class 3 (Class 2 cost not included)
5	7,890	1.49	Industrial Boulevard between L and Main Streets	$2,315,499	Interim Class 3 (Class 2 cost included)
6	3,700	0.70	East J St. between River Ash Dr. and Paseo Ranchero	$43,818	Fills gap in Class 2 facility
7	3,400	0.64	Otay Lakes Rd. between East H St. and Apache Dr.	$14,786	Fills gap in Class 2 facility
8	5,280	1.00	Bay Boulevard between F and J Streets	$58,560	Fills gap in Class 2 facility
9	8,263	1.56	Orange Ave. between Palomar Street and Hilltop Drive	$239,710	Interim Class 3 (Class 2 cost included)
10	1,600	0.30	Otay Lakes Rd. between East H St. and Ridgeback Dr.	$3,514	Completes northbound Class 2
11	2,350	0.45	Sandpiper Way between Marina Parkway and G Street	$10,065	Revised Class 2 to reflect closure of Marina Parkway (Consult Port District)
12	2,037	0.39	Main St. between Frontage Rd. and Industrial Blvd.	$11,313	Partly within San Diego (over I-5)
Total:	**48,920**	**9.27**		**2,700,486**	
Class 3 Facilties					
13	1,000	0.19	Auto Park Way between I-805 and Oleander Avenue	$586	East-west connector
14	1,909	0.36	East Orange Ave./Olympic Pkwy. from Melrose Avenue to Oleander Avenue	Funded	Part of Caltrans project (over I-805)
15	1,320	0.25	Telegraph Cyn. Rd. between Nacion Ave. and Halecrest Dr.	$878	East-west connector (under I-805)
16	3,753	0.71	East H St. between Claire Ave. and Hidden Vista Drive	$1,757	Partly within County (over I-805)
17	5,246	0.99	Gotham Street between Otay Lakes Road and Chateau Ct.	$1,757	East-west connector (Wall cutting not included)
18	1,600	0.30	East J St. between Paseo Ranchero ad Cam. Calabazo	$13,800	Class 3 conversion from Class 2
Total:	**14,828**	**2.81**		**18,778**	

Notes:

Total: $4,253,678

See Appendix E for more detailed cost information for each segment.

10.3.3 Class 3 Bikeways

Class 3 routes costs are the lowest of all facility types because the only physical improvement to be installed is route signage. The cost range of $1,500 to $5,000 per mile is due to the distance between signs, which can vary considerably depending upon factors such as horizontal and vertical curvature, the number the intersections and curb cuts, and how often the route changes direction onto different roadways.

10.3.4 Bikeway Bridge Improvements

The following information concerns bridges designed to serve bicycle facilities in locations other than planned or programmed roadway bridges. Typical roadway bridges are constructed of reinforced concrete to withstand the enormous stresses of motor vehicle traffic and seismic activity. Bridges intended for non-motorized uses do not need to be as robust or as costly as bridges designed for regular motor vehicle use.

Bridges costs depend on design load and foundation, and to a lesser extent, length, width and materials. Bridges must be designed to carry the same loads as the bikeway facility they serve. On Class 1 facilities, for example, where patrol, emergency or maintenance vehicles are expected to use the bridge, it must be able to support at least the gross weight of the heaviest anticipated vehicle. Bridges intended to support motor vehicles will require much sturdier construction and increased width, both of which will increase costs.

Unstable soil conditions will require any bridge to be built with more expensive foundations in the form of larger footings or piers. Wooden bridges tend to be less expensive than metal bridges, though their useful life may be shorter. Bridge costs increase almost exponentially as their height increases due to increased structural complexity. Finally, prefabricated bridges are generally cheaper and less environmentally damaging to install than constructed-in-place bridges. For bridge preliminary cost estimates, $1,200 to $1,600 per linear foot is adequate.

10.4 Bikeway Funding Sources

Federal, State and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for cyclists. Even though appropriate funds are limited, they are available, but desirable projects sometimes go unfunded because communities may be unaware of a fund's existence, or may apply for the wrong type of grants. Also, the competition between municipalities for the available bikeway funding is often fierce.

Whenever Federal funds are used for bicycle projects, a certain level of State and/or local matching funding is generally required. State funds are often available to local governments on the similar terms. Almost every implemented bicycle program and facility in the United States has had more than one funding source and it often takes a good deal of coordination and opportunism to pull the various sources together. According to the FHWA's publication, An Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, where successful local bike facility programs exist, there is usually a full-time bicycle coordinator with extensive understanding of funding sources. Cities such as Seattle, Washington, Portland, Oregon and San Diego are prime examples. Bicycle coordinators are often in a position to develop a competitive project

and detailed proposal that can be used to improve conditions for cyclists within their jurisdictions. Much of the following information on Federal and State funding sources was derived from the previously mentioned FHWA publication.

10.4.1 Federal Sources

U.S. Department of Transportation
TEA-21 (Transportation Equity Act) Enhancement Funds
In 1991, Congress re-authorized the collection and distribution of the Federal gasoline tax and related transportation spending programs. The legislation, the Intermodal Surface Transportation Enhancement Act (ISTEA), was seen as particularly significant because the focus of 30 years of Federal transportation investment, the Interstate Highway System, was nearing completion. The legislation provided the opportunity to rethink transportation priorities and philosophies. This act was re-authorized in 1997 as the Transportation Equity Act (TEA-21).

TEA-21 is again undergoing re-authorization and was slated for final approval in late 2004. Current indicators are that TEA-21 programs will continue, though under a new name, and states will be given more control over how funds are spent.

TEA-21 funding is currently managed through State and regional agencies, in this case the San Diego Area Council of Governments (SANDAG). Most, but not all, of the funding programs are oriented toward transportation versus recreation, with the emphasis on reducing auto trips and providing intermodal connections. Funding criteria include completion and adoption of a bicycle master plan, quantification of the costs and benefits of the system (including saved vehicle trips, reduced air pollution), proof of public involvement and support, NEPA compliance and the commitment of local resources. In most cases, TEA-21 provides matching grants of 80 to 90 percent. The amount of money available through TEA-21 is substantial (over $155 billion from 1992-97), but there is always strong competition to obtain those funds.

Federal funding through the TEA-21 program provides the bulk of outside funding. TEA-21 is comprised of two major programs, Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ), along with other programs such as the National Recreational Trails Fund, Section 402 (Safety) funds, Scenic Byways funds and Federal Lands Highways funds, though municipalities are unlikely to be eligible for funding from all of these sources.

Among the new concepts in the original legislation were intermodalism, transportation efficiency, funding flexibility and planning, all of which had direct benefits for cycling. The legislation also created a wide range of funding opportunities for bicycle-related activities, including the following that may represent opportunities for the City of Chula Vista:

Surface Transportation Program (STP)
Section 1007 (a)(I)(b)(3) allows states to spend their allocation of Surface Transportation Program funds on a range of activities similar to those of the NHS. Bicycle facilities are specifically listed as eligible items. STP Funds can also be used for “nonconstruction bicycle projects related to safe bicycle use.”

Section 1007 (b)(2)(C)(c) created a new category of transportation enhancement activities (TEA) on which States were required to spend at least 10 percent of their Surface Transportation Program funds. TEAs are very broadly defined as:

"...with respect to any project or the area to be served by the project, provision of facilities for pedestrians and cyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals, preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails), control and removal of outdoor advertising, archaeological planning and research and mitigation of water pollution due to highway runoff."

Surface Transportation Program funds are allocated to the California Department of Transportation (Caltrans) and 75% of STP funds are programmed by regional agencies such as the San Diego Association of Governments (SANDAG) under current state law. The Federal government does not allocate funds to specific projects. Therefore, for a bicycle project to be funded, it must appear on the list of potential projects under consideration at the State, regional, or City level, whichever is appropriate.

Local Planning

Section 1024 (a) requires each metropolitan area (with a population greater than 200,000) to develop an annual or biannual Transportation Improvement Program (TIP) that "shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system." These TIPs must be based on available funding for projects in the program and they must be coordinated with transportation control measures to be implemented in accordance with Clean Air Act provisions. Final project selection rests with the California Transportation Commission (CTC), with technical input from Caltrans.

State Planning

Two sections of the Act explicitly require the State to develop a TIP to "consider strategies for incorporating bicycle transportation facilities and pedestrian walkways in projects, throughout the State," (Section 1025 (c)(3)), and to "develop a long-range plan for bicycle transportation facilities and pedestrian walkways for appropriate areas of the State, which shall be incorporated into the long-range transportation plan," (Section 1025 (e)). These provisions are important on a municipal level because they are crucial for getting incidental bicycle projects funded. The intent behind these sections is to ensure that if bicycle facilities are identified in a TIP or long-range plan as being necessary in a corridor and construction or reconstruction work in those corridors is planned, then the relevant bicycle improvements called for in the planning must be included and implemented.

Opportunities for incorporating bicycle projects are not limited to large transportation projects and not even to actual construction projects. Independent bicycle and pedestrian projects, such as trails away from highway corridors and nonconstruction projects, such as mapping, also need to be incorporated into State and City planning documents if they are to be funded.

Section 1033 states that the Federal share under TEA-21 of bicycle transportation facilities is to be 80 percent. The remaining 20 percent of the funds must be matched by the State or local government agency implementing the project. The section also states that, to be funded, a bicycle transportation facility must be principally for transportation rather than recreation purposes. This has been defined by the FHWA to mean:

"Where Federal-aid highway funds are used, these projects should serve a transportation function. A circular recreation path, for example, would not be eligible. However, any type of facility which does serve a valid transportation need while also fulfilling recreation purposes would be eligible."

The section goes on to describe a "bicycle transportation facility" as:

"new or improved lanes, paths or shoulders for the use of cyclists, traffic control devices, shelters and parking facilities for cyclists."

Congestion Mitigation and Air Quality Program (CMAQ)

Section 1008 is referred to as the Congestion Mitigation and Air Quality Program (CMAQ). This part of the legislation is intended to fund programs and projects likely to contribute to the attainment of national ambient air quality standards under the 1990 Clean Air Act Amendments. Five areas of eligibility have been defined:

Transportation activities in an approved State Implementation Plan (SIP) developed under the Clean Air Act

Transportation Control Measures listed in Section 108 (b)(1)(A) of the Clean Air Act, which include:

"(ix) programs to limit portions of roadway surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

"(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of cyclists in both public and private areas; and

"(xv) programs for new construction and major reconstruction of paths, tracks, or areas solely for the use by pedestrians or other non-motorized means of transportation, when economically feasible and in the public interest."

"Construction of bicycle and pedestrian facilities, nonconstruction projects related to safe bicycle use and State bicycle/pedestrian coordinator positions as established in the TEA-21, for promoting and facilitating the increased use of non-motorized modes of transportation. This includes public education, promotional and safety programs for using such facilities."

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act.

Section 402 (Safety) Funds

Section 402 funds address State and community highway safety grant programs. The priority status of safety programs for cyclists expedites the approval process for these safety efforts.

Symms National Recreational Trails Act

The Symms National Recreational Trails Act created a trust fund for the construction and maintenance of trails. At least 30 percent of the funds must be spent on trails for non-motorized users and at least 30 percent for trails for motorized users. The remainder is to be allocated to projects as determined by the State Recreational Trails Advisory Board of the California Department of Parks and Recreation, which the State must have to be eligible for the funds.

Federal Transit Act
Section 25 of the 1964 Urban Mass Transportation Act states that:

"For the purposes of this Act a project to provide access for bicycles to mass transportation facilities, to provide shelters and parking facilities for bicycles in and around mass transportation facilities, or to install racks or other equipment for transporting bicycles on mass transportation vehicles shall be deemed to be a construction project eligible for assistance under sections 3, 9 and 18 of this Act."

The Federal share for such projects is 90 percent and the remaining 10 percent must come from sources other than Federal funds or farebox revenues. Typical funded projects have included bike lockers at transit stations and bike parking near major bus stops. To date, no projects to provide bikeways for quicker, safer or easier access to transit stations have been requested or funded.

Department of the Interior - Land and Water Conservation Fund (LWCF)
The U.S. Recreation and Heritage Conservation Service and the State Department of Park and Recreation administer this funding source. Any project for which LWCF funds are desired must meet two specific criteria. The first is that projects acquired or developed under the program must be primarily for recreational use and not transportation purposes and the second is that the lead agency must guarantee to maintain the facility in perpetuity for public recreation.

The application will be considered using criteria such as priority status within the State Comprehensive Outdoor Recreation Plan (SCORP). State Department of Park and Recreation will select which projects to submit to the National Park Service (NPS) for approval. Final approval is based on the amount of funds available that year, which is determined by a population-based formula. Trails are the most commonly approved project type. A recent example is the restoration and expansion of trails within Florida Canyon in San Diego's Balboa Park.

National Recreational Trail Fund
This funding source is intended to pay for a variety of recreational trails programs to benefit cyclists, pedestrians and other non-motorized users. Projects must be consistent with the State Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Act.

10.4.2 State Sources

Streets and Highways Code - Bicycle Transportation Account (BTA)
The Bicycle Transportation Account (BTA) funds non-motorized facilities and access to cities and counties that have adopted bikeway master plans. Section 2106 (b) of the Streets and Highways Code transfers funds annually to the BTA from the revenue derived from the excise tax on motor vehicle fuel. The Caltrans Office of Bicycle Facilities administers the BTA. It is locally administered through SANDAG to counties and cities. Approximately $7.2 million is available annually to projects in San Diego County.

For a project to be funded from the BTA, the project shall:

i) Be approximately parallel to a State, county, or city roadways, where the separation of bicycle traffic from motor vehicle traffic will increase the traffic capacity of the roadway; and
ii) Serve the functional needs of commuting cyclists; and
iii) Include but not be limited to:
• New bikeways serving major transportation corridors;
• New bikeways removing travel barriers to potential bicycle commuters;

• Secure bicycle parking at employment centers, park and ride lots and transit terminals;
• Bicycle-carrying facilities on public transit vehicles;
• Installation of traffic control devices to improve the safety and efficiency of bicycle travel;
• Elimination of hazardous conditions on existing bikeways serving a utility purpose;
• Planning; and
• Safety and education.

Maintenance is specifically excluded from funding and allocation takes into consideration the relative cost effectiveness of the proposed project.

State Highway Account
Section 157.4 of the Streets and Highways Code requires Caltrans to set aside $360,000 for the construction of non-motorized facilities that will be used in conjunction with the State highway system. The Office of Bicycle Facilities also administers the State Highway Account fund.

Funding is divided into different project categories. Minor B projects (less than $42,000) are funded by a lump-sum allocation by the CTC and are used at the discretion of each Caltrans District office.

Minor A projects (estimated to cost between $42,000 and $300,000) must be approved by the CTC. Major projects (more than $300,000) must be included in the State Transportation Improvement Program and approved by the CTC. Funded projects have included fencing and bicycle warning signs related to rail corridors.

Transportation Development Act Article III (Senate Bill 821)
Transportation Development Act Article III funds are State block grants awarded annually to local jurisdictions for bicycle and pedestrian projects in California. The funds originate from the State retail sales tax and are distributed through the Congestion Management Agency to local jurisdictions based generally of population. Examples of expenditures have included construction of bicycle facilities and printing of bicycle safety posters on the back of city buses.

10.4.3 Other Bicycle Project Funding Sources

Governor's Energy Office (Oil Overcharge Funds)
The Federal government forced oil companies to repay the excess profits many of them made when they violated price regulations enacted in response to the energy crisis of the early 1970's. Few states have taken advantage of this fund, but some have received grants for bike coordinators and bicycle facilities. The types of projects eligible for funding vary by state, as does the level of allocation available.

Coastal Conservancy Funds
Coastal communities are eligible to receive funds from the Coastal Conservancy from its Coastal Access Program. Bicycle parking and bicycle access projects are eligible, but must be within the coastal zone as defined by the locally adopted Local Coastal Program (LCP). Generally, projects must meet the following criteria:

• Serve a greater than local need;
• Address a critical public safety problem;
• Take advantage of a unique opportunity;
• Be part of a comprehensive regional access program;
• Demonstrate an innovative and cost-effective design that meets the "Conservancy's Coastal Access Standards and Recommendations";
• Be completed within one year of grant approval; and
• Provide wheelchair access opportunities.

Safe Routes to School Program (SR2S)
The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Local Assistance Division.

10.4.4 Local Sources

TransNet Sales Tax Funds
San Diego County voters passed a local tax ordinance authorizing the creation of the TransNet Sales Tax, imposing a 1/2 cent "transaction and use tax" solely to fund transportation improvements. About one million dollars are allocated annually for improved bicycle routes throughout the region. The ordinance describes bicycle facilities and requirements for facilities as:

"All purposes necessary and convenient to the design, right-of-way acquisition and construction of facilities intended for the use of bicycles. Bicycle facilities shall also mean facilities and programs that help to encourage the use of bicycles, such as secure bicycle parking facilities, bicycle promotion programs and bicycle safety education programs."

"All new highway projects funded with revenues as provided in this measure, which are also identified as bikeway facilities in the Regional Transportation Plan (RTP), shall be required to include provision for bicycle use."

Proposition A
This is a funding source administered by SANDAG with an annual availability of approximately $1 million per year.

Assembly Bill 2766/434
This bill funds air pollution reduction projects related to alternate modes of transportation. The Air Pollution Control Board (APCB) administers this fund. Approximately $3 million is available annually.

RideLink
This program is operated by SANDAG and covers a variety of transportation management activities including projects such as bicycle lockers and security devices. These will be provided, installed and maintained for public agencies at no cost to the requesting agency. RideLink also offers a bicycle locker loan program to private sector entities.

Developer Impact Fees
As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class 2 facilities for portions of on-street, previously planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

New Construction
Future road widening and construction projects are one means of providing on-street bicycle facilities. To ensure that roadway construction projects provide bike lanes where needed. It is important that the review process includes input pertaining to consistency with the proposed system. Future development in the City of Chula Vista will contribute only if the projects are conditioned.

Restoration
Cable TV and telephone companies sometimes need new cable routes within public rights-of-way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible

to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for bicycle projects. However, any of these potential sources would require a local election.

Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi-use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right-of-way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can "adopt" a route and help to construct and maintain it.

Most Likely Sources

According to City of Chula Vista sources, the most likely local sources of bikeway funding are the following:

1) TDA/CIP (Transportation Development Act, Capital Improvement Projects)
2) TIF (Traffic Impact Fee Fund)
3) City of Chula Vista General Fund
4) Developer Impact Fees
5) BTA (Bicycle Transportation Account)
6) APCB (Air Pollution Control Board)

BIKEWAY FACILITY FUNDING SUMMARY — TABLE 10-3A

Grant Source	Due Date	Agency	Annual Total	Match Required	Eligible Applicants	Eligible Bikeway Project Types			Remarks
						Com	Rec	Safety	
State Sources									
State Highway Account (SHA)	Dec. 1, odd years	Caltrans	$360,000/yr. state-wide		Apply through Caltrans District 11	X	X		
Transportation Development Act (TDA) Section 99234	April 2, annually			none	Local agencies	X	X	X	2% of TDA total
AB 2766 Vehicle Registration Funds		SANDAG				X	X		Competitive program for projects that benefit air quality
Vehicle Registration Surcharge Fee (AB 434) RCF	July	APCB		none	Local agencies, transit operations, others	X	X	X	Competitive program for projects that benefit air quality
Vehicle Registration Surcharge Fee (AB 434) PMF	April	APCB	40% from grant source	none	Local jurisdictions	X	X	X	Funds distributed to county communities based on population
Developer Fees or Exactions	Ongoing	Cities	Project-specific	none		X	X	X	Mitigation required during land use approval process
State Gas Tax (local share)	Monthly allocation	Allocated by State Auditor-Controller		none	Local jurisdictions	X		X	Major Projects, >$300,000
Flexible Congestion Relief Program (FCRP)	Dec. STIP cycle	SANDAG	$300 million/yr. state-wide		Cities, counties, transit operations, Caltrans	X	X		Must be included in an adopted RTP, STIP, CMP or RTIP
State and Local Transportation Partnership Program (SLPP)	June 30	Caltrans	Est. $200 million/yr. state-wide	none	Cities, counties or assess. districts authorized to impose taxes/fees and construct public trans. facilities	X	X		Road projects with bike lanes are eligible
Caltrans Minor Capital Program	Ongoing after July 1	Caltrans	Discretionary (Est. $4 million/yr. for District 11)	none	State and local agencies for projects >$300,000	X			Projects must be on state highways; such as upgraded bike facilities
Environmental Enhancement and Mitigation Program (EEM)	Nov. 1 annually	State Resources Agency	$10 million/yr. state-wide	none required, but favored	Local, state, federal government and non-profit agencies	X	X		Projects that enhance or mitigate existing or future transportation projects
Bicycle Transportation Account (BTA)	Dec. 1	Caltrans	$7,200,000/yr. state-wide	10% local match required	Jurisdictions with an adopted Bikeway Plan	X		X	Available for planning grants
Petroleum Violation Escrow Account (PVEA)	March 1	Budget Act for Caltrans, or special legislation for allocation to local agencies	Varies	none	State and local jurisdictions	X	X		Projects must save energy, provide restitution to the public and be approved by CA Energy Commision and US DOE

BIKEWAY FACILITY FUNDING SUMMARY **TABLE 10-3B**

Grant Source	Due Date	Agency	Annual Total	Match Required	Eligible Applicants	Eligible Bikeway Project Types			Remarks
						Com	Rec	Safety	
Federal Sources									
Land and Water Conservation Act of 1965	Dec.	State Parks and Recreation Department		50%			x		Funding subject to North/South split. Funds for outdoor recreation projects
TEA21 - Surface Transportation Program (STP)	June 1	Caltrans, FHWA		20% non-federal match	Federally certified jurisdictions				STP funds may be exchanged for local funds for non-federally certified local agencies. No match required if project improves safety
TEA21 - Congestion Management and Air Quality Program (CMAQ)	June 1	SANDAG		20% non-federal match	Federally certified jurisdictions				If county redesignated to attainment status for ozone, may lose this source
TEA21 - Tranportation Enhancement Activities (TEA)	STIP cycle	FHWA		20% non-federal match	Federally certified jurisdictions	x	x		Contact county
TEA21 - Bridge Replacement and Rehabilitation Program (BRP)	Jan/list of projects	Caltrans	$85 million/yr. state-wide	20%	Cities, counties, parks/recreation districts and air districts	x	x		Contact Caltrans Division of Structures, Office of Local Programs, Program Manager
TEA21 - National Highway System		Caltrans				x	x		Bike projects must provide a high degree of safety
TEA21 - Scenic Byways Program		Caltrans	$30 million/yr. state-wide		Local government agencies		x		Should apply first for TEA funds until TEA runs out
TEA21 - Public Lands Highway Program									
1. Forest Highway Program	Oct. 30	Caltrans	$15 million/yr. state-wide		Caltrans, local jurisdictions and federally funded programs (USFS, BLM)	x	x		For roads and bikeways leading to and serving National Forests
2. Discretionary Program	June 7	Caltrans	Varies - averages $7 million/yr. state-wide		Caltrans, local jurisdictions and federally funded programs (USFS, BLM)	x	x		For roads and bikeways leading to and serving National Forests